

Total: 10 pages

Date: 17 April 2026

TPB Ref.: A/YL-KTS/1124

By Email

Town Planning Board  
15/F, North Point Government Offices  
333, Java Road  
North Point  
Hong Kong  
(Attn: The Secretary)

Dear Sir,

**Proposed Temporary Open Storage of Construction Machinery, Construction Material, Vehicle and Vehicle Parts for a Period of 3 Years at Lots 447RP (Part) & 448 (Part) in D.D. 106 and Adjoining Government Land, Kam Sheung Road, Kam Tin, Yuen Long, N.T.**

We write to confirm that only private car and light goods vehicle would be stored at the application site and it does not include container trailer/tractor. No vehicle exceeding 5.5 tonnes including medium goods vehicle, heavy goods vehicle and container trailer/tractor would access the application site. Please refer to Table R1 for the car parking and loading/unloading provisions and Table R2 for the updated traffic generation of the proposed development. The swept path analysis is also attached.

We confirm that 2.5m high site fencing has been provided at the application site. The stacking height of the open storage would not be higher than 5m. No dusty material will be stored at the application site. Also, no dangerous goods will be stored at the application site. The proposed landscape and tree preservation plan is attached for your record.

Should you have any enquiries, please feel free to contact the undersigned at [REDACTED] [REDACTED] at your convenience.

Yours faithfully,

 

Patrick Tsui

c.c. Fanling, Sheung Shui and Yuen Long East District Planning Office (Attn: Ms. Selena SIN) - By Email

**Temporary Open Storage of Construction Machinery, Construction Material, Vehicle and Vehicle Parts for a Period of 3 Years  
at  
Lots 447RP (Part) & 448 (Part) in D.D. 106 and Adjoining Government Land, Kam Sheung Road, Kam Tin, Yuen Long, N.T.**

**Annex 1 Estimated Traffic Generation**

- 1.1 The application site is serviced by Kam Sheung Road. It is not a development on a green site. The application site is subject to 12 previous planning permissions for open storage use since 1998.
- 1.2 The estimated average traffic generation and traffic generation rate at peak hours are as follow:

| Type of Vehicle     | Average Traffic Generation Rate (pcu/hr) | Average Traffic Attraction Rate (pcu/hr) | Traffic Generation Rate at <u>Peak Hours</u> (pcu/hr) | Traffic Attraction Rate at <u>Peak Hours</u> (pcu/hr) |
|---------------------|--|--|---|---|
| Private car         | 0.22                                     | 0.22                                     | 2   | 2   |
| Light goods vehicle | 0.33                                     | 0.33                                     | 3   | 3   |
| Total               | 0.55                                     | 0.55                                     | 5   | 5   |

Note 1: The opening hour of the proposed development is restricted to 9:00 a.m. to 6:00 p.m. from Mondays to Saturdays. No operation will be held on Sundays and public holidays.

Note 2: The pcu of private car and light goods vehicle are taken as 1 & 1.5 respectively.

Note 3: Morning peak is defined as 7:00a.m. to 9:00a.m. whereas afternoon peak is defined as 5:00p.m. to 7:00p.m.

- 1.3 As shown in the above estimation, it is estimated that the proposed development would not generate significant amount of traffic. It would not affect the traffic condition of Kam Sheung Road especially that the proposed development is not a green field development.
- 1.4 In association with the intended purpose, adequate space for manoeuvring of vehicle would be provided within the application site and queuing up of traffic would not be the result especially that the traffic generated is insignificant. The negligible increase in traffic would not aggravate the traffic condition of Kam Sheung Road and nearby road networks.

**Table R1 Car Parking and Loading/Unloading Provisions**

| Total GFA – 630 m <sup>2</sup> GFA    | HKPSG Requirements (see Note1)             | Required Nos. under HKPSG | Proposed Provision |
|---------------------------------------|--|---------------------------|--------------------|
| <b>Site A – 420 m<sup>2</sup> GFA</b> |  |                           |                    |
| Car parking Space                     | 1 parking space per 900 m <sup>2</sup> GFA | 1                         | 1                  |
| Loading /unloading Space              | As per functional needs                    | N/A                       | 1                  |
| <b>Site B – 105 m<sup>2</sup> GFA</b> |  |                           |                    |
| Car parking Space                     | 1 parking space per 900 m <sup>2</sup> GFA | 1                         | 1                  |
| Loading /unloading Space              | As per functional needs                    | N/A                       | 1                  |
| <b>Site C – 105 m<sup>2</sup> GFA</b> |  |                           |                    |
| Car parking Space                     | 1 parking space per 900 m <sup>2</sup> GFA | 1                         | 1                  |
| Loading /unloading Space              | As per functional needs                    | N/A                       | 1                  |

Note: 1. The requirements for Rural based Industrial Use is adopted.  
2. The size of loading/unloading space will be 3.5m x 7.0m for LGV and can meet the functional needs.

**Table R2 Traffic Generations of the Proposed Temporary Development**

| Use – Rural based Industrial                       | Unit / Parameter         | AM Peak |        |       | PM Peak |        |       |
|--|--------------------------|---------|--------|-------|---------|--------|-------|
|  |                          | Gen.    | Att.   | Total | Gen.    | Att.   | Total |
| Adopted TPDM Mean Trip Rates for Industrial use    | pcu/hr/100m <sup>2</sup> | 0.0926  | 0.1386 | -     | 0.1350  | 0.1049 | -     |
| <b>Estimated Traffic Generation and Attraction</b> |                          |         |        |       |         |        |       |
| Site A – 420 m <sup>2</sup> GFA                    | pcu/hr                   | 1       | 1      | 2     | 1       | 1      | 2     |
| Site B – 105 m <sup>2</sup> GFA                    | pcu/hr                   | 1       | 1      | 2     | 1       | 1      | 2     |
| Site C – 105 m <sup>2</sup> GFA                    | pcu/hr                   | 1       | 1      | 2     | 1       | 1      | 2     |
| Total  | pcu/hr                   | 3       | 3      | 6     | 3       | 3      | 6     |

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(Attn: The Secretary)

Dear Sir,

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This letter intends to supersede our letter dated 17.4.2026. We write to confirm that only private car and light goods vehicle would be stored at the application site and it does not include container trailer/tractor. No vehicle exceeding 5.5 tonnes including medium goods vehicle, heavy goods vehicle and container trailer/tractor would access the application site. Please refer to Table R1 for the car parking and loading/unloading provisions and Table R2 for the updated traffic generation of the proposed development. The swept path analysis is also attached.

We confirm that 2.5m high chain link fence and corrugated metal fence has been provided at the application site. The stacking height of the open storage would not be higher than 5m. No dusty material will be stored at the application site and the applicant will comply with the Code of Practice (CoP) issued by the EPD. Also, no dangerous goods will be stored at the application site. The proposed landscape and tree preservation plan is attached for your record.

Should you have any enquiries, please feel free to contact the undersigned at [REDACTED] [REDACTED] at your convenience.

Yours faithfully,

  


Patrick Tsui

c.c. Fanling, Sheung Shui and Yuen Long East District Planning Office (Attn: Mr. Travis KWOK) - By Email